

# The Hongkong Telegraph.

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MONDAY, APRIL 20, 1908.

一拜禮 號十二月四年四港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... " 15,120,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. CHEFOO.  
KOBE. TIENTSIN.  
OSAKA. PEKIN.  
NAGASAKI. NEWCHANG.  
LONDON. DALNY.  
LYONS. PORT ARTHUR.  
NEW YORK. ANTUNG.  
SAN FRANCISCO. LIOYANG.  
HONOLULU. MUKDEN.  
BOMBAY. TIENTUNG.  
SHANGHAI. CHANGCHUN.  
HANKOW.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.

On fixed deposit—  
For 12 months ..... 5% p.a.  
" 6 " ..... 4% " "  
" 3 " ..... 3% " "

TAKEO TAKAMICHI,  
Manager.

Hongkong, 23rd March, 1908. [23]

### INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ..... GOLD \$3,250,000  
ABOUT MEX \$7,222,222  
RESERVE FUND ..... GOLD \$3,250,000  
ABOUT MEX \$7,222,222

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADES HOUSE, E.O.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every Description

of Banking and Exchange Business,

receives Money in Current Account at the

rate of 2% per annum on daily balances and

accepts Fixed Deposits at the following rates—

For 12 months 4% per cent. per annum.

6 " 3 " " "

3 " 2 " " "

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 8th April, 1908. [25]

### NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).

RESERVE FUND Fl. 5,378,375

(about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,

Rangoon, Samarang, Sourabaya, Cheribon,

Tegal, Pecalongan, Pasoeroean, Tjilatjap,

Padang, Medan (Deli), Palembang, Kota-

Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo,

Madras, Pondicherry, Calcutta, Bangkok,

Saigon, Haiphong, Hanoi, Amoy,

Yokohama, Kobe, Melbourne, Sydney,

New York, San Francisco, etc.

LONDON BANKERS:

THE UNION OF LONDON AND SMITHS

BANK, LIMITED.

THE Bank buys and sells and receives for

collection Bills of Exchange, issues

letters of credit on its Branches and correspondents

in the East, on the Continent, in

Great Britain, America, and Australia, and

transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily

balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 3% do.

Do. 3 do. 2% do.

Do. 1 do. 1% do.

J. L. VAN HOUTEN,

Agent.

Hongkong, 18th November, 1907. [26]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS ..... " 13,500,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. CHEFOO.  
KOBE. TIENTSIN.  
OSAKA. PEKIN.  
NAGASAKI. NEWCHANG.  
LONDON. DALNY.  
LYONS. PORT ARTHUR.  
NEW YORK. ANTUNG.  
SAN FRANCISCO. LIOYANG.  
HONOLULU. MUKDEN.  
BOMBAY. TIENTUNG.  
SHANGHAI. CHANGCHUN.  
HANKOW.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.

On fixed deposit—  
For 12 months ..... 5% p.a.  
" 6 " ..... 4% " "  
" 3 " ..... 3% " "

TAKEO TAKAMICHI,  
Manager.

Hongkong, 23rd March, 1908. [23]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3% PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1907. [28]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £1,200,000

RESERVE FUND ..... £1,475,000

RESERVE LIABILITIES OF PROPRIETORS

..... £1,200,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the rate of 3 percent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 percent.

Do. 6 " 3 " "

Do. 3 " 2 " "

Do. 1 " 1 " "

JOHN ARMSTRONG,

Manager.

Hongkong, 6th January, 1908. [29]

### DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow

Kobe Peking Singapore Tientsin

Tientsin Tientsin Yokohama

FOUNDED BY THE FOLLOWING BANKS AND

BANKERS:

Koenigliche Seehandlung (Preussische

Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warshawsky & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne

Frankfurt

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg,

Sal. Oppenheim jr. & Co. Koeln.

Bayrische Hypothek und Wechselbank,

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITHS BANK,

LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST ALLOWED ON CURRENT

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

A. KOEHN,

Manager.

Hongkong, 4th December, 1907. [30]

## Mails.

### PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS

NAGASAKI, MOJI, KOBE & POONA ..... About 20th } Freight only.

YOKOHAMA ..... Capt. A. F. Vine R.N.R. } April

MARSEILLES, LONDON and ..... On 24th } Freight only.

ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID ..... Capt. W. W. Cooke, R.N.R. } April

SHANGHAI ..... { DELTA ..... About 30th } Freight and

..... Capt. G. L. Daniel ..... April } Passage.

LONDON, &c., via usual Ports ..... DEVANHA ..... 20th May, } See Special

..... Capt. I. H. Hyde, R.N.R. } Noon. } Advertisement.

or Further Particulars, apply to F. J. A. BOTT,

Acting Superintendent.

Hongkong, 21st April, 1908. [7]

## Intimations.

### LANE, CRAWFORD & CO.

FINEST GROUND

COFFEE

IN 1lb. TINS.

ROASTED & GROUND ON OUR

PREMISES.

We Guarantee the Absolute Purity of our  
Coffee which contains Genuine MOCHA  
and JAVA Beans only.

FRESH GROUND DAILY.

LANE, CRAWFORD & CO. [58]

CHAMPAGNES, SHERRIES, HOCKS & MOSELLES,  
BRANDIES, GINS, WHISKIES,  
MARSALAS, MADEIRAS, VERMOUTHS,  
PORTS, BITTERS,  
CLARETS, LIGUEURS,  
BURGUNDIES, ALES, BEERS & STOUTS.

Telephone No. 75. CALDBECK, MACGREGOR & CO.,  
WINE AND SPIRIT MERCHANTS,  
15, Queen's Road Central.

Hongkong, 11th April, 1908. [40]

X THE CITY OF PARIS,  
PARISIAN DRESSMAKERS AND COURT MILLINERS,  
2, PRUDER STREET, MADAME FLINT, MANAGERS.

Just Unpacked from Paris ex s.s. "Tonkin"

A LARGE LOT OF

NEW SPRING GOODS. [41]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout American).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of  
all other Brands.

Served in all Clubs and First-class Hotels,

and obtainable at all Wine Merchants in the

Colony and from Shewan, Tomes & Co., sole

agents. [42]

## Shipping—Steamers

### HONGKONG, CANTON, MACAO

AND

### WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND  
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "POWAN" 2,338 Tons, "FATSHAN" 2,260 Tons,

"KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M.

(Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at

9 P.M. from the Company's Wing Lok Street Wharf, returning from Canton every Tuesday,

Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing

Lok Street Wharf and at 2 P.M. from the Company's Wharf.

On Sundays Special Cheap Excursions as per particulars at foot.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,  
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION  
COMPANY, LTD. [47]

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and

Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 6.30 A.M.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are

lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAYS, the Company's Steamship "SUI-AN" will depart from the Company's

Wing Lok Street Wharf at 9 A.M. Returning from Macao at 5 P.M.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and

from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects

with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,  
HOTEL MANSIONS, (FIRST FLOOR),  
opposite the Hongkong Hotel. [46]

## Hotels.

### KOWLOON HOTEL,

HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.  
The only First-class Hotel in Kowloon.  
Most Charming and Popular Resort in the  
Colony.  
Electric Lights, Fans and Call Bells.  
Bath Rooms attached to Each Room.

Unrivalled for Comfort and Cuisine.  
Thoroughly Up to Date with Every Modern  
Luxury.  
Billiards and Bowling Alleys.  
Moderate Terms and No Extras.  
Modern Management.

Telegraphic Address:

"CHEF" HONGKONG.

Telephone No. K4.

O. E. OWEN,

Proprietor.

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMEN),

SHAMEN, CANTON,

ON THE BRITISH CONCESSION.

H. HAYNES,

Manager.

MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO)

MACAO, CHINA,

IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED  
EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND  
TOURISTS.

Wm. FARMER Proprietor.

### HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PRAX, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.



## Mails.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For	Steamers	To sail
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG .....	"PRINZ REGENT LUITPOLD" Capt. H. Kirchner .....	WEDNESDAY, Noon, 21st April.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA .....	"PRINZ KITTEL FRIEDRICH" Capt. E. Malchow .....	About WEDNESDAY, 22nd April.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE .....	"PRINZ WALDEMAR" Capt. W. v. Soden .....	THURSDAY, 5 P.M., 23rd April.
YOKOHAMA and KOBE .....	"PRINZ SIGISMUND" Capt. D. Lenz .....	About FRIDAY, 1st May.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD, MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 11th April, 1908.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, MANILA, YARU .....	.....	Sellier .....	17th April, afternoon
MARSEILLES, VIA PORTS .....	.....	Amery .....	18th April, 2 P.M.
SHANGHAI, KOBE, YOKOHAMA, MANILA, YARU .....	.....	Ernest SIMONS .....	19th May, afternoon.
MARSEILLES, VIA PORTS .....	.....	AUSTRALIEN .....	12th May, 1 P.M.

Transhipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.  
 Through Tickets to London via Paris from £17.10.10 to £27.12.6 20 hours' railway from Marseilles to London.  
 Interpreters meet passengers at their arrival in Marseilles.

Transhipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £12.10 up to £17.10, 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

J. MILLET,  
AGENT,  
QUEEN'S BUILDINGS.

Hongkong, 14th April, 1908.

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

## HONGKONG WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK and COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to

BUTTERFIELD & SWIRE,  
AGENTS,  
WEST RIVER BRITISH S.S. COMPANIES

Hongkong, 26th March, 1908.

## MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOANG-SI.

S.S. "PAUL BEAU," 1,000 tons, 14 knots.  
S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.  
Departure from Hongkong at 10 P.M. (Saturdays excepted).  
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.  
The Company's Own Wharf near Wing Lok Street.  
Canton Agents: Messrs. E. Pasquet & Co.  
For further particulars, please apply to—

BARRETTO & CO.,  
Agents.

Hongkong, 28th March, 1908.

## Dentistry.

**Tsin Ting.**  
LATEST METHODS OF DENTISTRY.  
STUDIO AT NO. 14, D'AGUIAR STREET.  
REASONABLE FEE.  
Consultation Free.  
Hongkong, 14th Dec. 1907.

**Dr. M. H. HAUN,**  
THE LATEST METHOD  
off the  
AMERICAN SYSTEM OF DENTISTRY  
33, QUEEN'S ROAD CENTRAL,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 15th April, 1908.

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams: "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1908.

## Shipping—Steamer.

## JAVA-CHINA-JAPAN LINE.

REGULAR THREE WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILATJAP...	SHANGHAI	First half April	JAVA	First half April
TJILIWONG...	JAVA	First half April	JAPAN	First half April
TJIBODAS...	JAPAN	Second half April	JAVA	Second half April
TJIMAH...	JAVA	First half May	SHANGHAI	First half May
TJIPANAS...	JAVA	First half May	SHANGHAI	First half May
TJIKINI...	JAVA	First half May	JAPAN	First half May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all (Netherlands India Ports) on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## JAVA-CHINA-JAPAN LINE.

Telephone No. 375.  
YORK BUILDINGS, 1st floor,  
Hongkong, 7th April, 1908.

## Intimation.

## IMPERIAL BREWING COMPANY, LIMITED.

## PURE CREAM BEER.

For samples and prices please apply to

## WINE GROWERS SUPPLY CO. BARRETTO &amp; CO.,

General Agents.

Hongkong, 22nd October, 1907.

## Hotel.

## KAMAKURA KAIHIN IN HOTEL, KAMAKURA, JAPAN.

THIS modern Hotel, completely re-built, situated on the seashore within easy distance of Yokohama and Tokyo, will be opened during April, under European management.

Charges moderate.

Special terms for families.

Apply—

Hongkong, 14th April

E. APPEL, Manager.

## "WIRELESS."

## A STORY OF ELEVEN YEARS' PROGRESS.

Today Mr. Marconi lectures at the Royal Institution on "Transatlantic Wireless Telegraphy," writes a correspondent in the London Morning Leader of 13th March. Since his invention was first brought before that institution by Sir William Preece, in June, 1897, astonishing progress has been made. At that time Mr. Marconi had succeeded in sending messages across the Bristol Channel between Penarth and Weston-super-Mare—a distance of nine miles. He gradually increased the distance to 14 miles (between Alum Bay and Bournemouth) in April, 1898; to 30 miles, when he reported the result of the yacht race at the Kingstown Regatta a few weeks later, and to 33 miles, when he sent messages between Dover and Boulogne during the meeting of the British and French Associations for the Advancement of Science in the autumn of 1899.

Today his system is maintaining regular communication in both directions with all the principal Atlantic liners up to at least 200 miles from shore; and is transmitting messages to many of them half-way across the Atlantic from Poldhu, in Cornwall; while for nearly four months he has carried on a service between Clifden, in the West of Ireland, and Glace Bay, in Nova Scotia, transmitting 1,000 words a day with singular freedom from error.

True, as we prophesied before this service began, it has not interfered, and is not likely to interfere, with the cable companies' business. The twelve cables between this country and America carry each, on the average, 10,000 words a day, so that the wireless service must multiply its output tenfold before it equals a single cable. But, when every allowance is made, it remains a triumph of science of which the twentieth century may well be proud that telegraphic signals thrown into the ether on the Irish coast can be received distinctly and accurately 2,500 miles away.

## GIRDING THE EARTH.

Nor is Marconi the only inventor to share in these marvels. The "Telefunken" station at Nauzen, near Berlin, maintains Poldhu in keeping in touch with vessels in the middle of the Atlantic; a French Government station at the Eiffel Tower maintains communication with Casablanca, in Morocco, 1,000 miles away; and De Forest stations in the United States, Cuba, and Panama are said to be equally efficient. Even ships—which are more limited than shore stations in the power which they employ—are sending messages up to extraordinary distances, 700 or 800 miles being frequently covered. The French cruiser Kibber, stationed at Casablanca, transmits messages regularly to the Eiffel Tower.

A system of purely British origin, that of Sir Oliver Lodge and Dr. Alexander Muirhead, is making steady progress in various parts of the world. To give one example only of its commercial success—the system has been working uninterruptedly for some years between the Andaman Islands and Burma, a distance of 300 miles, transmitting on the average 1,000 words a day.

One indication of the rapid progress of wireless telegraphy generally is to be found in the development of "tuning." "Untuned" systems, which were the rule up to 1901 or later, are now quite obsolete. The untuned or "whipcrack" system emits its energy into the ether in the form of sparks which produce waves of great intensity, rapidly dying away. The "tuned" system, on the other hand, emits trains of waves of smaller intensity, which die away less quickly. The difference is analogous to that between a note struck loudly on a damped piano string and a note struck more softly on the same string, but with the pedal down.

## IN "TUNE."

The effect of a tuned transmitter on a distant receiver tuned to the same "note" is greater than that of an untuned transmitter, because although the waves are less intense, they are more lasting; while the effect on a receiver which is tuned to a different "note" is less, and interference is thus greatly reduced. As a result of tuning, messages from different stations can now be received simultaneously by stations quite close together, even although the difference between the "wave-lengths" used may be as little as 1 per cent.

Some success—but less—has been achieved in directing the waves, which are usually emitted equally in all directions. Marconi endeavours to secure this end by using "antennae," which are partially horizontal, the waves being transmitted with greatest intensity in the direction in which the free end of the antennae points. The "Bellini-Testi" directive system is another recent invention. In the usual type of sparking circuit the sparks pass between the insulated antennae and an "earthed" wire; but in the Bellini-Testi sparking circuit the free end of the antennae and the earthed wire are brought round and joined, so as to constitute a closed ring—closed, that is to say, except for the spark-gap—and it is claimed that waves emitted by this type of circuit have greatest intensity in the plane of the ring, and little or none at right angles to it.

But the great discovery of the last two years has been the means of producing practically continuous waves. Here, again, the analogy of sound may help us. We cannot produce a perfectly continuous note on the piano, even with the pedal down, because the intensity of the waves begins to die away before we can strike the note again. In order to produce a continuous note we want an organ-pipe or similar instrument. And in wireless telegraphy it has, until recently, been impossible to repeat the sparks rapidly enough to make the wave-trains continuous—that is to say, one train has practically died away before the next has begun.

## WIRELESS TELEPHONE.

Now this is changed. Poulsen, by means of an electric arc in hydrogen gas, claims to have produced waves of comparatively small intensity, but absolutely continuous. The German "Telefunken" Company make a similar claim; while Marconi, Feenstra, and De Forest have

apparently achieved a like effect by mechanical means—i.e. by the extremely rapid repetition of sparks.

The production of continuous waves has made wireless telephony possible. So long as the trains of waves were separated by blank intervals of longer or shorter duration, the extremely rapid vibrations of the human voice could not be impressed on them. But already, since the date of Poulsen's invention, several systems of wireless telephony have appeared. The "Telefunken" Company have put on the market sets of wireless telephonic apparatus guaranteed up to 16 miles. The United States battleship fleet, which has just reached the Pacific, is equipped with similar apparatus on the De Forest system, capable of transmitting speech up to 25 miles. Feenstra states that his system has been successful up to 200 miles; while speech has been exchanged on the Poulsen system between Berlin and Lyngby, in Denmark—about 250 miles.

The significance of this will appear from the fact that cables of more than 60 or 70 miles in length are useless for telephonic purposes. Sensational claims are to be deprecated, but, although "wireless" can never supersede wires for a complicated exchange system, it is sober sense to say that Transatlantic wireless telephony is just as likely to come ten years hence as Transatlantic wireless telegraphy was ten years ago.

## To Let.

## TO LET.

A HOUSE in KNUXTFORD TERRACE, Kowloon.

No. 3, CANTON VILLAS.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st April, 1908.

## TO LET.

HOUSES in AUSTIN AVENUE, Kowloon, Immediate Possession.

Apply to—

A. RAYMOND,  
C/o S. J. David & Co.  
Hongkong, 23rd March, 1908.

## TO LET.

CHAMBERS in No. 2, WYNDHAM STREET, late Hotel Baltimore, rent moderate.  
First Floor of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters.

Apply to—

DAVID SASSOON & Co., LD.  
Hongkong, 6th April, 1908.

## TO LET.

ONE FOUR-ROOMED HOUSE, at PRATA EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co., LD.  
Hongkong, 21st March, 1908.

## TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, DES VŒUX ROAD Central (formerly occupied by Messrs. Shevan, Tones &amp; Co.).

Apply to—

THE COMPTON DEPARTMENT,  
Jardine, Matheson & Co., Ltd.,  
Consulate Road Central.  
Hongkong, 24th February, 1908.

## TO LET.

THE COMPTON DEPARTMENT, Jardine, Matheson &amp; Co., Ltd., Consulate Road Central.

Apply to—

THE COMPTON DEPARTMENT,  
Jardine, Matheson & Co., Ltd.,  
Consulate Road Central.  
Hongkong, 24th February, 1908.

## TO LET.

HATHERLEIGH, CONDUIT ROAD.

Apply to—

OFFICES in YORK BUILDING, GODOWNS in PRATA EAST, BLUE BUILDINGS, and No. 108, DES VŒUX ROAD next to the Hongkong Hotel.

Apply to—

FLATS in MORTON TERRACE. OFFICES on TOP FLOOR, No. 2, COMPTON ROAD, facing the Cricket Ground.

Apply to—

No. 10, DES VŒUX ROAD CENTRAL 1st Floor. HOUSES in WONG-MEI-CHONG ROAD.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 10th April, 1908.

## TO LET.

4-ROOMED HOUSES in GAF ROAD near the Race Course, within easy access to the Lower Level Tramway. Rent very moderate.

Apply to—

PERCY SMITH & SETH.  
Hongkong, 16th December, 1907.

## TO LET.

NOS. 4 and 6, LEIGHTON HILL ROAD.

Apply to—

HONGKONG AND KOWLOON LAND AND LOAN CO., LD.  
No. 8, Queen's Road West,  
Hongkong, 30th March, 1908.

## NOTICE.

THE Public are hereby informed that to change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER.

Hongkong Telegraph Co., Ltd.,  
Hongkong, 10th September, 1907.



## Intimation.

**Wm. Powell, Ltd.,**  
ALEXANDRA BUILDINGS.

Everything  
for  
Children's  
Wear:

SMART  
MODELS  
FOR  
PRESENT  
WEAR



SUN HATS.  
GIRLS' HATS.  
CHILDREN'S  
MILLINERY.

**Wm. Powell, Ltd.,**  
Des Voeux Road,  
and  
28, Queen's Road,  
HONGKONG.

## Public Companies

HONGKONG CLUB.  
NOTICE.

THE TWENTY-SECOND YEARLY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House on WEDNESDAY, the 22nd April, 1908, at 5.15 P.M.  
By Order,  
C. H. GRACE,  
Secretary.

Hongkong, 9th April, 1908. [400]

HONGKONG CLUB.  
NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House on WEDNESDAY, the 22nd April, 1908, at 5.30 P.M. for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1907, and of declaring Dividends.  
By Order,  
C. H. GRACE,  
Secretary.

Hongkong, 9th April, 1908. [401]

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-FIFTH ORDINARY YEARLY MEETING of the SOCIETY will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on THURSDAY, the 23rd April, 1908, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1907, and of declaring Dividends.  
By Order of the Board,  
C. MONTAGUE EDE,  
Secretary.

Hongkong, 26th March, 1908. [335]

## THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FORTY-SECOND ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Head Office, No. 2, Queen's Buildings, Hongkong, on THURSDAY, the 23rd April, 1908, at 12.30 P.M. for the purpose of receiving the Report of the Directors, together with Statements of Account to the 31st December, 1907, and of declaring Dividends, &c.  
By Order of the Board of Directors,  
C. MONTAGUE EDE,  
Secretary.

Hongkong, 26th March, 1908. [336]

## HONGKONG JOCKEY CLUB.

## NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 15th April instant, at 12.30 P.M. at the Offices of the Jockey Club on the ground floor of the Hongkong Club Annex, Chater Road.  
By Order,  
T. F. HOUGH,  
Clerk of the Course.

Hongkong, 10th April, 1908. [406]

## GREEN ISLAND CEMENT CO., LTD.

THE NINETEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held in the Office of the General Managers, St. George's Building, Victoria, on SATURDAY, the 25th April, 1908, at 11 o'clock A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1907, and of electing a Committee of Auditors.  
The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 18th April, until SATURDAY, 25th April, both days inclusive.  
By Order of the Board of Directors,  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 10th April, 1908. [407]

## THE HONGKONG ELECTRIC CO., LTD.

NOTICE is hereby given that the NINETEENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Building, on SATURDAY, the 2nd May, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 29th February, 1908, and electing Directors and Auditors.  
The TRANSFER BOOKS of the Company will be CLOSED from 18th April to 2nd May, both days inclusive.  
By Order of the Board of Directors,  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 13th April, 1908. [421]

## Notices of Firms

## NOTICE.

MR. SIDNEY MICHAEL is authorized to Sign the Name of our Firm, per Procuration, from this date.  
J. R. MICHAEL & Co.  
Hongkong, 15th April, 1908. [423]

## INTERNATIONAL SLEEPING CAR

## and

## EXPRESS TRAINS Co.

## (THE

GREAT TRANS-SIBERIAN ROUTE  
TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 11th April, 1908. [424]

## STATE VISIT OF THE FRENCH PRESIDENT TO LONDON.

The King will open the Franco-British Exhibition at Shepherd's Bush, on a date early in May; and M. Fallières, the President of the French Republic, has accepted his Majesty's invitation to accompany him on the occasion.

M. Fallières' visit will be one of State, and is to extend over several days, in the course of which the President will be entertained by the Corporation of the City of London at a dinner at the Guildhall, and be made the recipient of an address of welcome enclosed in a gold basket.

It is understood that the King invited the French President to visit England on the occasion when his Majesty was last in Paris, prior to his short stay in the French capital when on his way to Biarritz.

The visit to Shepherd's Bush will be in full State, and arrangements for the reception of the King and the President are now being made by the Duke of Argyll, who is the honorary president of the Exhibition. A special Royal Pavilion is to be erected, and nothing will be left undone to invest the occasion with the dignity befitting its importance and significance. The King and the President will, on arrival, be received by the Duke of Argyll, and a number of members of the committee, which includes the Earl of Derby (president of the Exhibition), the Right Hon. R. McKenna, M.P. (hon. president, Education Section), the Right Hon. John Sinclair, M.P. (hon. vice-president Education Section), the Right Hon. Herbert Gladstone, M.P. (hon. president Social Economy Section), Earl Carrington (hon. president Agricultural and Horticultural Section), the Right Hon. D. Lloyd-George, M.P. (hon. president Engineering and Shipping Section), the Earl of Elgin (hon. president Colonial Section), the Earl of Minto (hon. president Indian Section), the Right Hon. John Burns, M.P. (hon. president Surface Transport Section), the Earl of Plymouth (hon. president Decorative Arts Section), and the following:

The Archbishop of Canterbury, the Earl of Jersey, Viscount Knutsford, The Duke of Bedford, Lord Avebury, The Duke of Devonshire, Lord Rothschild, The Marquis of Lansdowne, Lord Strathcona, Earl Cadogan, Lord Mayor of London, Earl Cromer, The Rt. Hon. Sir Earl Eglon of Tatton, Ernest Cassel.

Special arrangements will be put in hand to enable his Majesty and his illustrious guests to make a tour of the Exhibition with the greatest possible ease; it is thought that the King will be accompanied by the Queen, and the President by Madame Fallières.

During their stay in London the French President and Madame Fallières will occupy York House, St. James's Palace. They will probably be given a naval reception by the Channel Fleet on landing at Dover, and the King will be present at Victoria on their arrival and will drive with them to St. James's Palace by a "processional" route yet to be arranged.

The President will be accompanied to London by M. Pichon, Minister of Foreign Affairs. There had long been talk of such a visit, and when King Edward was in Paris it was settled during his meetings with M. Fallières. It is, in the meanwhile, taken for granted that this visit will be official, and that the entire programme will be practically identical with that of the visit paid by M. Loubet.

M. Fallières is a warm friend and a staunch supporter of the entente cordiale, the very genesis of which he regarded with infinite satisfaction, considering it to be a potent factor towards the maintenance of the general peace. His career has been very interesting. Some years ago he was for a brief time Prime Minister, as M. Loubet also had been, though for a longer term, and when M. Loubet vacated the Presidency of the Senate for that of the Republic, M. Fallières was chosen to replace him at the Luxembourg; holding that office for seven consecutive years, until he was elected by the Congress assembled at Versailles to succeed M. Loubet in the chief office of the State.

There are many points of similarity between the ex-President and his successor. Each comes from the South of France, which has given so many prominent statesmen to the Republic. Each is fond of rural life, and of agricultural pursuits. Each, again, is very domestic, devoted to his home, and of simple habits. Like his predecessor, M. Fallières begins the day with a long walk, often taken in the direction of the Bois de Boulogne, and since M. Loubet left the Elysée I have often met him, too, enjoying his constitutional. Conversation is tact, sound sense, and ripe judgment are also the distinguishing features of the two statesmen, who, like so many others who have come to the fore in politics in this country, began their careers with legal training and practice—an excellent school of aptitude in debate.

At a recent meeting of the British Watch and Clock Makers' Guild, a somewhat novel question was discussed. A member said he was often asked by his customers whether it was better to wind a watch at night or in the morning. Several members were of opinion that the winding should be done at night, as in the morning the atmosphere would be colder, and more brittle than after the watch had been carried about in the pocket all day.

Mr. Wright, the vice-president, on the other hand, thought it was a decided advantage to wind up a watch in the morning. During the day the watch was carried about and subjected to all kinds of irregular conditions, which it was better able to withstand when fully wound. At night the watch was usually laid on one side in a horizontal position, and was at rest, as it were, therefore its running down did not affect it so much.

This view of the case was agreed to by the majority of the members of the guild present.

**BEST TIME TO WIND A WATCH.**

THE Undersigned have received instructions from The Registrar, Supreme Court, to Sell by

**PUBLIC AUCTION, TO-MORROW,**

the 21st April, 1908, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road Central, and at 2.30 P.M., at No. 39, Queen's Road Central.

**THE GOODS AND CHATTELS OF THE TAI YIK TSEUNG FIRM,**

Comprising—  
TEAKWOOD WARDROBES with BEVELLED GLASS, OVERMANTLES, TEAKWOOD EXTENSION DINING TABLES, CHAIRS, LEATHER CLOVED SOFAS, DINNER WAGGONS, GLASS and CROCKERY WARE, ORNAMENTS, FILTERS, &c., &c.

TERMS—As usual.

**HUGHES & HOUGH,**  
Government Auctioneers.

Hongkong, 10th April, 1908. [425]

## SOLDIER STORIES.

## NO 1.

## WITH THE FLAG IN BRITISH INDIA.

A retired British soldier, Mr. Byron Whitehead of Leicester, has been telling his experiences with the Army "out East" just lately, and whilst his enthusiasm, for tropical sights and sounds does not equal that of the hero of Kipling's song "Mandalay," he has much that is interesting and valuable to record. It was to a journalist belonging to the staff of an important English newspaper that Mr. Whitehead related the following particulars of his life's history.

"I was reared in barracks, and when in later years I enlisted, my military service led me to many countries. For years I served in India; also twelve months in Aden (a spot deserted by every soldier) then in Burma, and finally I went through the South African War with the 2nd Lincolnshire.

"This long and active service told on me at last in the form of various ailments, but the worst enemy I had to face was a disordered liver, with acute indigestion. These complaints reduced me to such a state of general weakness that I had not been for Dr. Williams' pink pills for pale people I should have been a broken man. I fell away and became so bilious," Mr. Whitehead continued, "that I could hardly see at a short distance. Without warning I was often attacked by dizziness and swimming sensation in my head. Sometimes I even reeled and fell. My liver became so sluggish and torpid, and my digestion so weak, that the least food was nauseating. After swallowing solid food agonising pains shot through my chest and stomach, doubling me up. Dark specks floated before my eyes, and an acid, bitter taste arose from the stomach. My tongue for weeks was coated with a dark, yellow substance, and my breathing very short. After my retirement from the Army these troubles became daily more aggravated. Indigestion shattered and so wrecked my nerves that the least sound made me tremble. Violent headaches and pains down my spine, followed with sleepless nights. When I lay down I dozed off for a while, but could not sleep. Before arising I sometimes had a cup of tea brought to me in bed, often I hadn't strength enough to hold the cup in my hands. My body became restless, and from a strong, robust, active man I dwindled away to a wreck, unfit for any work. I could only walk by the aid of sticks. After the least exercise I was punished with cruel aches under my shoulders. I became melancholy and irritable, and friends avoided my company as much as I through nervousness avoided them. Each day indigestion and biliousness gained a firm hold, and my weakness increased alarmingly. My blood became like water, and my face grew drawn and haggard. I sought advice, and changed my medicines, but my stomach was so weak that sickness followed each dose. I then went under clever doctors, who prescribed for my stomach and liver. I took their medicine for some time, but still felt no better.

"I was giving up in despair when one of my only comrades called and advised me to try Dr. Williams' pink pills for pale people, and insisted that they would cure me. I obtained a bottle of the pills, and took them, feeling encouraged to persevere after I had taken its contents. I began to feel more rested and contented, and my pains left me gradually as I continued taking Dr. Williams' pink pills. I began to eat more heartily, and could take exercise without feeling fatigued. After a few more bottles of Dr. Williams' pink pills I lost all indigestion and bilious troubles, and my blood got splendidly rich and pure. I felt vigorous, and as well as could be. I am now quite cured and free from all aches and pains. I have never had indigestion or liver complaint since Dr. Williams' pink pills for pale people made a new man of me."

It may be added that Mr. Byron Whitehead's full address is 6 Seymore Cottages, Great Central Street, Leicester, England. Dr. Williams' pink pills for pale people have cured malaria, anaemia, liver complaint, indigestion, rheumatism, beri-beri, eczema and skin diseases, nervous disorders, paralysis, and ladies' ailments. They are obtainable at most shops where medicines are sold and direct from the Dr. Williams' medicine Co., Singapore, who send six bottles for eight dollars or one bottle for one dollar fifty cents, post free. Beware of imitations and substitutes, which are always useless and sometimes dangerous.

## Auction.

## PUBLIC AUCTION.

THE Undersigned have received instructions from The Registrar, Supreme Court, to Sell by

**PUBLIC AUCTION, TO-MORROW,**

the 21st April, 1908, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road Central, and at 2.30 P.M., at No. 39, Queen's Road Central.

**THE GOODS AND CHATTELS OF THE TAI YIK TSEUNG FIRM,**

Comprising—  
TEAKWOOD WARDROBES with BEVELLED GLASS, OVERMANTLES, TEAKWOOD EXTENSION DINING TABLES, CHAIRS, LEATHER CLOVED SOFAS, DINNER WAGGONS, GLASS and CROCKERY WARE, ORNAMENTS, FILTERS, &c., &c.

TERMS—As usual.

**HUGHES & HOUGH,**  
Government Auctioneers.

Hongkong, 10th April, 1908. [425]

## Intimations.

THE EDISON KINETOSCOPE,  
37, QUEEN'S ROAD CENTRAL.

## CONTINUOUS PERFORMANCE EVERY DAY.

FROM 2 TO 6, AND 7 TO 11 P.M.

PROGRAMME ONE HOUR—ADMISSION AT ANY TIME.

Prices 20 cts., 30 cts. and 40 cts. Children half price.

ENTIRE CHANGE OF PROGRAMME EVERY WEEK.

Hongkong, 15th April, 1908.

[425]

It is from France only,  
made with FRENCH BRANDY,  
and the herbs cultivated in the gardens  
and those indigenous to and grown on  
the pastoral mountains of the estate of  
**LA GRANDE-CHARTREUSE**  
and used soon after being gathered,  
that it is possible to obtain the liqueur  
known all over the world as:  
**"CHARTREUSE"**

[834-11]

## Consignees.

## AMERICAN AND ORIENTAL LINE.

## NOTICE TO CONSIGNEES.

## S.S. "HEADLEY"

## FROM NEW YORK.

CONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 2.30 P.M. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd instant, or they will not be recognised. No Fire Insurance will be effected.

An Average Bond lying at our office must be signed by the consignees before Bill of Lading will be countersigned by the undersigned.

ARNHOLD, KARBURG & Co.,  
Agents.  
Hongkong, 13th April, 1908. [419]

## THE "SHIRE" LINE OF STEAMERS, LIMITED.

## NOTICE TO CONSIGNEES.

## FROM MIDDLESBOROUGH, ANTWERP, LONDON, AND STRAITS.

## THE Steamship

## "DENBIGHSHIRE"

Captain Hafl, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 21st inst., at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 15th April, 1908. [424]

## AMERICAN AND MANCHURIAN LINE

## NOTICE TO CONSIGNEES.

## FROM NEW YORK VIA SUEZ CANAL.

## THE Steamship

## "SWAZI"

Captain Mackenzie, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 22nd instant, at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 16th April, 1908. [431]

## HAMBURG-AMERIKA LINIE.

## THE H. A. L. Steamship

## "SEN GAMBIA"

Captain Eckhorn, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,  
Acting Superintendent.  
Hongkong, 15th April, 1908. [432]

## Consignees.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

## "JAPAN"

## FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours. Goods not cleared by the 19th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,  
Acting Superintendent.  
Hongkong, 13th April, 1908. [417]

## S.S. "AUSTRALIAN"

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Matapan*, and from Bordeaux ex s.s. *Ville de Cotte* and *Ville de Constantin*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 20th April, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 21st April, or they will not be recognised. All damaged packages will be examined on TUESDAY, the 21st April, at 3 P.M. No Fire Insurance has been effected.

J. MILLET,  
Agent.  
Hongkong, 13th April, 1908. [414]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

## "ORCANA"

## FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex s.s. *India*,  
From Persian Gulf, ex s.s. *India*, and R. & P. S. N. Co.'s Steamer.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours. Goods not cleared by the 22nd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,  
Acting Superintendent.  
Hongkong, 15th April, 1908. [433]

## COLD STORAGE

## THE HONGKONG ICE COMPANY, LTD.

LTD. have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

Wm. PARLANE,  
Manager.  
Hongkong, 15th April, 1908. [434]



## Intimations.

**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

**WATSON'S**  
**E**  
VERY OLD LIQUEUR

**SCOTCH**  
**WHISKY**

A Blend of the Finest Pure Malt  
Whiskies distilled in Scotland

or  
**GENUINE AGE**  
AND  
**FINE MELLOW**  
**FLAVOUR.**

Per Case - - - \$16.50

Watson's  
**D. SHERRY**  
SUPERIOR PALE DRY.

Per Dozen .....\$19.50

A VERY FINE WINE, POPULAR  
THROUGHOUT THE FAR EAST.

**A. S. WATSON & CO.,**  
LIMITED,  
ALEXANDRA BUILDINGS,  
Hongkong, 7th April, 1908.

**THE CENTRAL STORES, LD.**  
SHANGHAI.

ISSUE OF Tls. 250,000 8 PER CENT  
DEBENTURES.

DIRECTORS:  
G. I. SHUKURY, Esq., Chairman,  
A. K. MURPHY, Esq.,  
J. H. THESDALE, Esq.

SECRETARY:  
M. J. NATHAN, Esq.

THE Directors of the Central Stores, Ltd. are prepared to receive applications for Tls. 250,000 8 per cent debentures, terminable in ten years from the 30th day of June 1908, but redeemable by the Company in 5 years from that date or at any time after such 5 years on giving 6 calendar months' previous notice in writing. These debentures are issued by the Directors in pursuance of a resolution passed by them at a meeting held at the Company's office on the 17th day of April, 1908. With the sum raised it is intended to pay off all the existing outstanding debentures of the Company of Tls. 100,000 issued in favour of the Hongkong & Shanghai Banking Corporation and to employ the balance in the expense of completing the building and fittings of the Palace Hotel footing the Bund, Shanghai. The present issue of Tls. 250,000 will rank as a first charge on the said property of the Company held on a lease to the Company for a term of which 48 years and 9 months are still unexpired including the buildings and a floating charge on the other property and undertaking of the Company as carried on upon the said premises and will be secured by a Deed of Trust and mortgage to be hereafter executed being a first mortgage of the said leasehold property buildings and undertaking of the Company to Messrs. Alexander McLeod and Duncan McNeil as Trustees for the Debenture holders. The present issue of debentures will be at par in sums of Tls. 1,000, Tls. 500 and Tls. 100 as may suit the convenience of applicants. They will bear interest at the rate of 8 per cent per annum and will rank among themselves pari passu.

The first instalment of interest calculated from the day of payment will be paid on the 30th day of June, 1908 and thereafter half-yearly on the 30th day of June and the 31st day of December. Applications should be filed in and sent to the Company's Bankers the Hongkong & Shanghai Banking Corporation accompanied by the amount of the debentures applied for.

Applications will be received up to the 31st day of May, 1908 and will be dealt with on that day and should any such debentures remain unsold for, subsequent allotments thereof will be made and carry interest from the date of issue. Bankers' receipts to the applicant will be issued for the amount of his debentures and exchanged for debentures if an allotment is made. Forms of application can be obtained at the office of the Company or at the Hongkong & Shanghai Banking Corporation and the Deed of Trust and Mortgage of Debenture can be seen at the office of Messrs. Stokes, Platt & Tisdale, the Company's Solicitors.

By Order of the Directors,  
M. J. NATHAN,  
Secretary.

## MARRIAGES.

**NICHOLSON-ROGER.** At Union Church, Hongkong, on the 18th April, by the Rev. T. W. Pearce, WILLIAM NICHOLSON to MARY FAIRBIE, eldest daughter of Mr. and Mrs. Alexander Rodgers, East Point.

On March 22, 1908, at Sunderland, FLORENCE MABEL SMALL to John THOMAS INCH, of Shanghai, China.

On Saturday, April 11, 1908, at Shanghai, ELIZABETH KATE, daughter of William Near Hunt, of Watford, England, to ROBERT PELHAM SANDERSON, of Tientsin, younger son of the late Robert Sanderston, of Watford, England.

## DEATH.

On March 20, 1908, at New Ferry, Cheshire, England, W. C. RICHARDS, late Capt. Steward at Shanghai for China Navigation Co., Ltd.

**The Hongkong Telegraph**

HONGKONG, MONDAY, APRIL 20, 1908.

## A JAPANESE CANARD.

An important and significant feature of the boycott instituted by the Chinese in the Southern Provinces against the importation and purchase of Japanese wares has been the remarkably peaceable and orderly manner in which it has been carried out. When the Chinese first employed the boycott system as a means of retaliation against the wrongs they fancied, rightly or otherwise, they had suffered at the hands of the United States they became so elated at the discovery of this new way of securing redress that they were inclined to indulge in unorthodox methods of forwarding the movement. That they were successful for a time there cannot be the slightest shadow of a doubt, but these very methods were calculated to lead to international complications, for the simple reason that they implicated the Imperial Government of China as a party to the boycott, and thereby brought the leaders under the ban of the law. That general plan of campaign against the introduction of American products died a natural death when it was found that the United States Government were sincerely desirous of conciliating Chinese feeling, and, therefore, there was little or no occasion for the Government of China to show in what way the national movement would have been repressed. In the present instance, however, the Chinese people adopted a new form of tactics with the obvious intent that the Government should not be embarrassed in any respect. It was their clear purpose to prosecute their system without having recourse to the agitator's scheme of propaganda work, seeking rather to secure the adherence of the people by constitutional forms, instead of issuing inflammatory placards and delivering fiery speeches likely to arouse the worst instincts of the ignorant masses of the population. They kept within the letter of the law, offering no loophole which could afford the Japanese any justifiable grounds for demanding interference on the part of the Chinese Government. They simply stood on their rights and declared in effect that if they did not wish to purchase Japanese goods nobody, not even the Emperor himself, could compel them to do so. If they had been students of constitutional history all their lives the leaders could not have acted with more prudence and circumspection, for it is one thing to quell a movement which may be alleged to be on the verge of assuming national proportions and calculated to enter channels which may ultimately swamp the constituted authority of the Empire, and a totally different thing to proscribe the intangible and elusive. That the Japanese recognise the real facts of the situation cannot be gainsaid for a moment, else why should they make vague insinuations against the attitude of foreign merchants? Why should they deem it necessary to send out missionaries to preach against the evils of the boycott as it affects Japan? Why should they seek to propitiate the Chinese by proclaiming their kinship? And if that kinship is so very real, why is it so little understood in Manchuria? One of the latest tales circulated in Japan is to the effect that the Ewo and Taikoo Sugar Companies are sending representatives to the southern and northern coasts with the object of inducing the populace to drive Japanese sugar out of the market. It need scarcely be said that such a statement must be founded on the shallowest of suspicions; that, in fact, it is a pure concoction, or, shall we say, the hallucination of a perturbed mind. Of course, the idea is to persuade the unthinking reader that the foreign manufacturer is bolting up, to the best of his ability, the boycott of Japanese goods by Chinese merchants, and not satisfied with the progress already recorded is actually engaged in the active encouragement of the propaganda. Were such really the case then it would be time for the Powers to take up the matter and sternly assist in repressing the misdirected energy of a commercial community which had become wilfully blind to its international obligations. But the assertion has not a leg to stand on. The message in question, as it appears in the Japanese vernacular Press, states that the Taikoo Company is expending 50,000 yen in the effort to secure the expulsion of Japanese goods from the Southern and Northern

markets, while the Ewo Company is spending a still greater sum for the same purpose. And this at a time when the manufacturers in question are straining every nerve in order to cope with the demand! If purchasers were hanging back and the market was overstocked, it is possible to conceive that there might be at least a sub-statum of truth in the story of foreign-subsidised boycott representatives, but the facts are directly contrary to such an assumption. Moreover, it cannot be asserted that the boycott has spread to the North; it is confined almost exclusively to the Southern Provinces, where it originated, and where the demand for Japanese sugar as against the product of foreign refineries is regulated not so much by personal reasons as by the desire to obtain the best article at a price which compares more than favourably with the Japanese product. In fact it is all a matter of quality, and the foreign manufacturers, to be precise the Hongkong refineries in this instance, produce the highest standard of sugar sold in the Chinese Market. It is absurd, therefore, to contend that because the Chinese give preference to the better article they are being instigated to prosecute the boycott through the machinations of British or other foreign producers.

## LOCAL AND GENERAL.

\* \* \* THE publication of this issue commenced at 1.30 p.m. to-day.

MR. MORIKAWA, lately Japanese Consul at Vancouver, has been appointed to Hongkong.

THE S.S. *Yuen Kiang Maru* is expected to be refitted in a few days; she has been ashore all the winter near Changsha.

THE Russian Governor of the Amur district has published a notice prohibiting the entry of foreign labourers except Chinese.

SAYS the Tientsin *Crutcher*—Cement in large quantities is now arriving here from Hongkong, 1,500 drums having arrived by the *Chipping*, which also brought up over 10,000 packages of sugar.

A TOKIO despatch of 15th inst. says:—The proposed reduction of cotton yarns is exciting very mixed comment. Some parties denounce the idea as short-sighted. The sugar refinery companies are also conferring together with a view to the prevention of over-production of sugar.

THE *P. & T. Times* says that the Chinese Government is now making the same request to the Consuls at Tientsin as was recently put forward in Shanghai, namely, for the right to arrest Chinese criminals or political offenders in any of the Concessions without an order from the Consuls.

THE Ministry of Posts and Communications is reported to have issued instructions to the Maritime Customs that no dynamite shall be allowed to be imported into China, and that, in the event that the explosive is intended for mining purposes, permission must first be obtained from the Ministry concerned.

VICE-Admiral the Hon. Sir Hedworth Lambton transferred his flag this morning from H.M.S. *King Alfred* to the *Alacrity* preparatory to his departure, to-morrow, for Shanghai via Amoy and Foochow. It is expected that the fleet will follow the Commander-in-Chief later on. Meanwhile his flagship—the *King Alfred*—has gone into docks for overhaul.

H. E. YANG CH'U, formerly Chinese Minister to Japan, has addressed to the Throne a memorial in which he makes the following three suggestions:—

- (1) To send diplomatists to foreign countries to study jurisprudence.
- (2) To extend ample protection to Chinese residing, or working abroad.
- (3) To cut the queue and change the national costume.

In view of the probability that Sir Robert Hart will remain in Shanghai for some days en route from Peking to England, informal representations have been made desiring that he will permit some form of public expression of appreciation of his eminent services and of the lasting results of his work in China. In reply, Sir Robert Hart has telegraphed his appreciation of the proposal, at the same time regretting that health considerations force him to decline any public entertainment or function.

A COOLIE, about twenty-three years of age, was removed to hospital by the West Point police last night to have his injuries, which he had received in an accident, treated. The man, whose name is still not known, was standing at the junction of Hollywood Road and Queen's Road West at about seven o'clock last evening when he was knocked down by a bicycle ridden by an Indian policeman. When picked up his legs were found to be badly lacerated. He is expected to remain in hospital for several days. His injuries, however, are not considered serious.

THE Cantonese Guild and other prominent members of the Canton community residing in Shanghai gave a banquet on 18th inst. to his Honour Tai Nai-huang, the Taotai, the use of the Bureau of Foreign Affairs on the Building Wall Road being kindly lent for the purpose. There were also theatricals, leading actors of the Rupeh Road theatres being engaged to play during the banquet. We may also state en passant that the members of the Consular Body in Shanghai called on his Honour at the Bureau on Saturday, in return for the formal visits of the Taotai a few days previously. Tai Nai-huang, we may further add, has retained on his staff Messrs. Quanzhang Chen Shih-kwang, the French and English interpreters respectively, the young Mr. C. D. Jones,

## New Dock Tug.

THE "DAVID GILLIES" MAIDEN RUN.

TUG, FIREFLOAT AND SALVAGE STEAMER COMBINED.

For the first time yesterday forenoon, the new tug built for and by the Hongkong and Whampoa Dock Co., Ltd., was seen speeding across the harbour on her maiden run. Her high bow, twin black funnels and low stern gave her all the conspicuous outlines which make the new tug prominent among the large and varied aggregation of shipping in the harbour of Hongkong. A long trail of heavy black smoke, which was prevented from ascending high into the clouds, by the density of the atmosphere hanging over the harbour yesterday, drew attention to the beautiful craft which is yet another testimony to the shipbuilding capabilities of the Colony which is steadily and surely making for itself a name among the industrial centres of the world. In the same way as Hongkong stands pre-eminently in the manufacturing rank with its largest sugar-refineries, cement factories, and rope-works, so also will it, in course of time, attain to that position of distinction in the shipbuilding trade, when it stands no longer penalised for its raw material when her next door neighbour—or even the hinterland of the island—is capable of yielding its coal, iron ore, and finished steel plates wherewith the future steamships treading the Far Eastern seas will be shaped into being at the yards at Houghom.

The new tug took a little over eleven months in building. Her construction was commenced on the 7th May last year. On the 30th January last she was christened by Mrs. Henry Keswick (wife of the Honourable Mr. Henry Keswick) the *David Gillies*. The new tug replaces the *Robert Cooke*, her predecessor, which was wrecked on the 1st of March about two years ago. Unlike the *Robert Cooke* which was only a powerful tug, the subject of our notice was designed and has been fitted to perform the functions of a tug, fire-extinguisher and salvage steamer combined. The *David Gillies* is built of steel, and is supplied with a set of triple expansion engines, and has twin screws. Her dimensions are: length between perpendiculars 150 ft., breadth, moulded, 27 ft., and depth, moulded, 14 ft. 6 in. Her mean draft is 10 ft. 9 in. Her engines are of the inverted, vertical, triple expansion, surface condensing type; the diameter of cylinders are 23", 22", and 35", and length of stroke 30". The two boilers are cylindrical return tubular and are built of mild steel, their diameter being 15' 6" and length 10' 6". Their working pressure is 180 lbs. to the inch. As will be seen from the foregoing brief specifications the machinery contained in the hull of the *David Gillies* is more than ordinarily powerful for a vessel of her size; but, as stated on the occasion of her successful launching, her builders have anticipated the advent of the larger ocean freighters and passenger carriers which are sure to make Hongkong a terminal port when the Pacific trade shall have attained the proportions which its development in the not distant future now promises. Of great power, the tug is capable of steaming at the rate of twelve knots an hour. A special feature of the *David Gillies* is the powerful salving pumps with several of which she is provided. The largest of these is a twelve-inch centrifugal pump by Drysdale. The pumping capacity is estimated at 3,750 gallons per minute, equivalent to 1,000 tons per hour. For supplying divers with air when working under water there is on board a pump of Siebe, Gorman & Co.'s make, driven by steam and able to supply air to two divers at the same time. The electric installation is capable of establishing connection with lamps for divers whenever required. Pneumatic tools will supersede hand labour for the boring of holes, rock-blasting in salvage operations or for rivetting plates and for the efficient working of that special class of tools there is a set of air compressors on board.

Not the least important and certainly the most valuable as far as the large shipping interests of the port are concerned is the equipment for extinguishing fires on board ships in harbour which has been fitted up on the *David Gillies*. The fire-engine is from the well-known firm of makers—Merryweather & Son. It is capable of coping with a volume of 750 gallons of water per minute, throwing up a continuous stream 125 ft. high. With such pressure the *David Gillies* should render invaluable service, in case of emergency, on any outbreak of fire in any of the larger godowns on the waterfront whether on the island or at Kowloon. The Dock Co. is to be congratulated on their addition of the appliances for protecting the shipping against the risks of fire whilst in port.

The *David Gillies* is under the command of Capt. Major. The new tug has the distinction in that her first requisition for service was made this forenoon when she towed H.M.S. *King Alfred*, flagship of the British Commander-in-Chief on this station, into dock for her usual overhaul.

A HURLARY is reported as having taken place at No. 50, Wing Lok Street—the residence of a merchant named Kwong Kim Chan. At about two o'clock on Sunday morning a man gained admittance to the house by picking the lock of the front door. Then quietly creeping into the room, the burglar, believing that his actions were not watched, proceeded to search the premises. Near an unoccupied bed, he found a portmanteau, and he was in the act of leaving the house with it when he was seized on the landing and handed over to a policeman, who took him to the Central Police Station. The portmanteau contained clothing and other trifles to the value of about \$50. The accused, who gave the name of Chang Choi, was charged before Mr. J. B. Wood, at the Police Court, yesterday with burglary and theft. He was sentenced to six weeks' hard labour and six months' imprisonment, the young Mr. C. D. Jones,

## The Japanese Boycott.

FEELING AT WUCHOW.

TAOTAI'S PROCLAMATION.

From Wuchow we learn that the boycott movement is going on quietly but steadily. Several proclamations have been issued by the Taotai that no meetings would be allowed. The leaders of the movement have answered that no more meetings will be held as they are unnecessary; public feeling will do the needful. Quantities of Japanese goods are being hurried further inland both from Canton and Wuchow, as the merchants think they can unload their stocks up-country before the movement has caught on there, too.

## OPINION IN TOKIO.

Tokio, April 15.  
The *Nichi-Nichi Shinbun* deprecates the boycott of Japanese goods in China as a piece of misguided and suicidal anti-foreignism. The same journal also denounces the sale of bonus-bearing Japanese yarns as short-sighted.

A few papers allege that some foreigners are instigating the boycott.—*N. C. D. News.*

## FOOTBALL SHIELD.

HONGKONG'S VICTORY.

After a very keen game with the *Bedford's*, the Hongkong Football Club emerged from the Shield competition with honours on Saturday afternoon. Owing to the indifferent condition of the weather the attendance was not so large as was anticipated. Nevertheless, supporters appeared in strong numbers, and each team was accorded a warm welcome on entering the field. The ground was rather heavy owing to the recent downfall. The home team won the toss, and the sailormen proceeded to attack. Enthusiasm ran high throughout the game and at half-time the score stood at two all. At this stage, soon after the re-start, Hongkong exhibited some pretty play; the dribbling and passing were excellent. The sailors' combination fell off somewhat in the second half, but they managed to give the club some trying times when at close range. The Clubward off every attack, and, at the eleventh hour, so to speak, netted their second and last goal amid loud cheers. At the finish the score was 2-1.

The winning team then assembled in front of the crowded pavilion where the presentation of the shield and medals was made by Mrs. G. C. C. Master. Mr. Aucott, the captain of the Club team, in returning thanks to Mrs. Master, said:—On behalf of the members of the Hongkong Football Club I thank you very sincerely, Mrs. Master, for coming down and presenting the medals and shield to us this afternoon. The Club has a fine team, and I believe it is the best team that we have had for many years. There has been keen rivalry for the Shield, but I think that amongst the many players the utmost good feeling has existed. I believe that the final of the Crystal Palace contest has been played to-day, or will be played next Saturday, and a great deal of enthusiasm will be displayed on that occasion, but I dare say quite as much enthusiasm has been shown in this match to-day. We have won the Shield after a very keen contest, and it is a matter for congratulation since ten years have elapsed since the Club last won the Shield, and I hope that another ten years will not elapse before we get it again. I thank you very much for your kindness. I ask everyone to give three hearty cheers for Mr. and Mrs. Master. Continuing he said: There is one thing I would like to do, to refer to the splendid game which the *Bedford's* played to-day. They put up a most plucky fight, and I can say that there was very little difference. Their play was marked by its dogged perseverance, and they worked hard throughout the whole of the competition. It was not thought that they would come out so well but they have shown their merit. They are true sportsmen and played one of the best matches in the Shield contest. Three cheers and a "tiger" for the *Bedford's*. This concluded the ceremony.

## R. H. JUNIOR QUADRILLE CLUB.

FANCY DRESS BALL.

The last dance of the season held in the R.H. Theatre on Thursday, May 16th, was a decided success. The Theatre was tastefully decorated and dancing continued from 8 p.m. to 3 a.m. The following is a list of costumes worn by the "Boppers" and their guests: Mrs. Hayward (Mistress Lady) Mrs. Musso (Peace) Mr. Leithbridge (A Dairymaid) Mrs. Norton (Erin go bragh) Mrs. Lightburn (Red white and blue) Mrs. Dobbinson (Pearse Lady) Mrs. Thorpe (Indian Princess) Mrs. Fitch (Italian peasant) Mrs. Bush (Bridge Problem) Mrs. Blackman (Merica) Mrs. Haskisson (Nurse hospital) Mrs. Oxberry (Roman) Mrs. Moss (Messenger) Mrs. Wynberg (Sailor) Mrs. Fogg (Shamrock) Miss Sheffield (La Poupee) Miss M. Sheffield (Coco boy) Miss Quinn (Arabian lady) Miss M. Quinn (Vesta Tilley) Miss Goldenberg (Grecian girl) Miss M. Goldenberg (Folly) Mrs. Easter (Union Jack) Mrs. Easter (Spring) Mrs. Walton (Scottish bagpiper). Mr. Clee (Gentleman, 19th century) Mr. Jacobs (Territorial soldier) Mr. Robertson (Cowboy) Mr. Goldenberg (Admiral) Mr. Nicollet (Noble) Mr. Leithbridge (N.C.O.R.E.) Mr. Parkinson (Egyptian) Mr. Thompson (Blackcomber) Mr. Tata (Countess 19th century) Mr. Walsh (Bushranger) Mr. Sheffield (Courtier 19th century) Mr. Goldenberg (Earl Chesterfield) Messrs. Hutchison and William (Babes in the Wood) Mr. Leslie (Harry) Mr. Gaudy (Grandy (Comical) Mr. Gaudy (Rajah of Bhong) Mr. Taylor (Columbus) Mr. Gooder (Newmarket) Mr. Hayward (A riding) Mr. Taylor (Feminist) Mr. Jordan (Boris) Messrs. Hough and Pitchford (Cantonese Messengers)—Continued.

## Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

BANK-NOTES IN SHANGHAI.

CHINESE ISSUE UNACCEPTABLE.

REPRESENTATIONS TO THE DIPLOMATIC CORPS.

[By courtesy of the "Shung Po."] Peking, 10th April.

The Waiwupu has made representations to the *doyen* of the Diplomatic Corps to the effect that the foreign Banks in Shanghai have decided not to accept the notes issued by the Chinese Bank.

The Board of Foreign Affairs urge that, if the report be true, the action of the foreign Banks might affect the Shanghai money market, thereby giving rise to a possible disturbance among the populace.

The Waiwupu requests that steps be taken to remove the disabilities imposed by the foreign Banks against the Chinese note-issue.

The Waiwupu has also telegraphed to Viceroy Tuan Fung instructing him to address the Foreign Consuls with a view to removing the Banks' restrictions against the notes of the Chinese Bank.

LOTTERIES IN CHINA.

PROPOSED ABOLITION.

[By courtesy of the "Shung Po."] Peking, 10th April.

The Board of Civil Affairs has memorialized the Throne asking that instructions be issued to the various Provincial authorities to stop the issue of lottery tickets in future.

FOREIGN LOANS.

TANG SHAO-YI TO NEGOTIATE.

[By courtesy of the "Shung Po."] Peking, 10th April.

Tang Shao-yi is detained in Peking.

His Excellency's services will be required in connection with the prospective negotiations for foreign loans.

CANTON DAY BY DAY.

ANTI-OPIMUM CAMPAIGN.

[From Our Own Correspondent.] Canton, 17th April, 1908.

The Canton Police Department has requested the Canton Anti-Opium Association to furnish the Department with a statement giving the names of all the committees of the different anti-opium societies throughout the province, and showing other particulars as to working, etc., of those societies. This return is to be forwarded to the Ministry of Interior Affairs at the Capital for information.

VICEROY'S INSPECTION.

A 7 o'clock this morning H.E. the Viceroy proceeded to the North-gate ground to make an inspection of the newly-enlisted recruits. LIKIN COLLECTION. The collection of Likin dues in Canton has considerably increased during the first ten days of this month: the amount collected during the period is Tls. 63,468.47; while it was only Tls. 24,408.25 in the preceding ten days.

SHIPPING AND MAILS.

MAILS FOR.

American (*Manchuria*) 21st inst.  
German (*Prins Rigi Friedrich*) 21st inst.  
Indian (*Kumang*) 1st prox.  
German (*Prins Steinfund*) 2d prox.

The P. & O. S. N. Co.'s s.s. *Sumatra* left Singapore for this port on 18th inst. at 6 p.m.  
The s.s. *Rubi* left Manila on 18th inst. afternoon, and is due here on 21st inst. at daylight.  
The E. & A. Co.'s s.s. *Easton* from Sydney, &c., left Port Darwin yesterday for Manila and this port.

The C. P. R. Co.'s s.s. *Empire of India* left Yokohama, p.m., on 17th inst. for Victoria and Vancouver.  
The H. A. L. Co.'s *Prinsess* left Singapore on 18th inst. at 7 a.m., and may be expected here on 24th inst. at 1 a.m.  
The Imperial German Mail s.s. *Prinsess* left Singapore on 18th inst. at 6 a.m., and may be expected here on 22nd inst. at 6 a.m.  
The Imperial German Mail s.s. *Prinsess* left Singapore on 18th inst. at 6 a.m., and may be expected here on 22nd inst. at 6 a.m.



## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## THE CANTON STRIKE.

## LAUNCH-OWNERS' GRIEVANCE REDRESSED.

PROPOSED DISMISSAL OF MARINE SURVEYOR.

[By courtesy of the "Sheung Po" ].

Canton, 19th April.

On behalf of the launch-owners, Taotai Wen Tseung-yiu and the magistrates of Namhoi and Panyu petitioned the Viceroy to do away with the European survey of steam-launches and to have an officer appointed by the Sin Han Kuk (Board of Organisation) to perform those duties.

The petitioners also urged the dismissal of Assistant Surveyor Kwok Tso-kui, who is *persona non grata* with the launch-owners.

The launches resumed running to-day.

[Reuters.]

## Russia.

London, 17th April.

As a result of a conference of the highest authorities, it is stated that it has been decided to place all military and naval forces under a supreme chief, to be styled The Generalissimo.

The Grand Duke Nicholas is mentioned for the post.

## The United States Presidency.

The Minnesota Republican State Convention has endorsed the candidature of Mr. Taft for the Presidency, and favours a revision of the Tariff.

## Snow Slide in the Rockies.

A snow slide at the Albert canyon, in the Rockies, has swept away the railway line, trees and some navies, and boarding a car at the canyon, killed thirty Japanese.

## The Tibet Negotiations.

The Tibet negotiations are concluded, and the Commissioners have returned home.

## The Cruise of the American Fleet.

The American fleet has reached San Diego, where it received an immense reception.

The Governor, Mr. Gillett, in welcoming the fleet, said that America must be ready to fulfil her mission in the Pacific, where the greatest naval battles of the world will eventually be fought.

## The Wreck of the "Hohenzollern."

The *Hohenzollern* is dismantling, and it is feared that she is a total loss.

The passengers and part of the cargo have proceeded to Alexandria on board the *Therapia*.

18th April.

## Russia and Macedonia.

The Duma have debated the Foreign estimates.

M. Ivolys, referring to Macedonia, emphasized Russia's desire not to "infringe on the Sultan's sovereignty, and not to provoke an armed conflict, as Russia needed peace to restore her scattered energies."

Sir Edward Grey's answer to the Russian proposal has made a final agreement hopeful.

Great Britain has dropped two important points, namely, the appointment of a Governor-General, and a reduction of the Turkish troops.

The *Japan Herald* states that the appeal of Frank Pratt, describing himself as the correspondent of a certain American paper, who was sentenced by the Yokohama District Court to eight months' imprisonment for fraud in January, was dismissed on Tuesday. When the judgement was rendered, the accused attempted to fling a chair at the presiding judge, add, on a prison warden interfering, the accused furiously assaulted him. He was ultimately overpowered and removed to the cells.

The *Taku* and *Lower Co.*'s new tender the *Yungshui* is a smart little steel vessel 130 feet long with a beam of 23 feet and a draught of 6 feet mean. She is fitted with twin direct acting compound surface condensing engines developing 800 horse power and driving the vessel with ordinary pattern twin screws at a speed of 12 knots. The hull and engines are the work of the Vulcan Iron Works, Ltd., Shanghai, and the boilers only were imported from Europe. The cabin is paneled in teak and are upholstered with brown leather, the work of Messrs. Weeks & Co., Ltd., Shanghai, and the vessel is fitted with electric light throughout. Above the saloon and staterooms is a roomy promenade deck fitted with seats, and broad staircases lead from this deck to the main deck. In addition to her ordinary work as a tender she is fitted for towing purposes and will also probably be great demand for picnic excursions during the summer months, for which she is especially adapted.

## The Hankow Floods.

## AFTER THE EVENT.

## A FATAL ERROR.

The more we learn about the Han river catastrophe of Monday night, writes a correspondent newly arrived in Shanghai from the scene of disaster, the more appalling does it appear to have been, reports the *N. C. D. News* of the 15th inst. Down at Yanglo, sixty li below Hankow, the river takes a sharp bend, and on the North bank there is a backwash where flotsam accumulates. Up to date, no less than eighteen hundred bodies have been taken out of the water at that one place. The authorities, after being criminally careless with regard to the living, are paying special attention to the dead. For every body recovered they pay a reward of eight hundred cash, and offer two thousand cash for every one rescued alive. The various benevolent halls are all hard at work providing coffins, and notices are issued calling on relatives to go down and claim the bodies. Of these, however, there are few, as the bulk of the drowned were strangers from a distance. Among the dead are many women, some of them well dressed and also not a few children. One man was saved with four children lashed to him and one of them, a boy about twelve years old, was still alive after being a day in the water. Thirteen hundred boat masts have been recovered at Yanglo.

## COLLAPSE OF A STREET.

On the night of the 7th inst. half a street on the right bank of the Han, consisting of about a hundred houses, collapsed and disappeared in the river in an instant. The people had all gone to bed as usual, and only one family escaped. It was the Cheng family who lived near the Yu Hwang Koh—ten people in all. In the middle of the night they were suddenly awakened by some one knocking and shouting "Get up quickly." They thought it was a fire and rushed from the house when the whole street instantly disappeared. They saw nobody, and do not know to what supernatural intervention their deliverance was due. The native reporter wonders if it was a god or a devil.

The papers are full of notes like these:—At the Lung Wang Miao a large Szechuen junk was ready to start with over thirty people on board when she was sunk and the whole of them drowned. At the Ta Ma-tou there were fifty rice boats, and all went under, of their crews only thirteen men escaped. A mandarin boat, with the mandarin and his family on board, was carried into the middle of the Yangtze where the waves ran mountains high, and nothing has been seen of mandarin or boat since. Five great junks have been recovered intact and notice given for the owners to come and claim them—no one has turned up. At Yang-chiao there were eleven boats loaded with bricks, and with about seventy people on board—no trace remains of either men or boats. At Chichiatui there were three boats with fifteen hundred piculs of rice—cargo, crews and boats all lost. A fleet of boats laden with cash intended for the purchase of tea up country put into the Han that night fearing a storm—nothing remains of them. The value of the coin on board was upwards of Tls. 200,000. A merchant of the name of Shen had goods on the river to the value of Tls. 150,000 and has lost it all. And so on through a long list.

## THE FATAL ERROR.

It is now stated that the original telegram, whose error and delay was the cause of the disaster, should have reported a freshet of twenty-six feet at Siang-yang, instead of six feet. When it reached Hankow it still showed a head of six feet. The delay was due, it is said, to a certain functionary being out when the telegram was delivered, so it was put aside unopened. Following that the gong men did not go out to give the warning when they got their instructions. Thus the story now runs that the telegram clerk inadvertently wired a six feet freshet instead of twenty-six; then the telegram was not attended to when it came to hand, and finally the gong men dawdled. It is comforting to know that these men—the gong men to wit—have been dismissed. The whole is a good sample of the slack way in which things are managed in China.

It has been raining incessantly for the last week. The rains are very widespread and the Yangtze is rising rapidly. The people predict a dreadful flood this year, as sixty years ago in the year Wu-shen there was such a flood that the tops of the houses in Hankow could hardly be seen. This is Wu-shen year again and everybody knows that it is only the designation of the year, but the events is well that repeat in China.

## U. S. COMMANDER-IN-CHIEF.

## ARRIVAL AT HONGKONG.

Admiral Hemphill, U. S. Commander-in-Chief of the Philippine Squadron, on board the cruiser *Rainbow* arrived early yesterday. With the *Rainbow* there have arrived the U. S. gunboats *Concord*, *Hilma*, *Wilmington* and *Samar*.

The American admiral paid an official visit to Vice-Admiral Lambton on board his flagship yesterday.

At 8 o'clock this morning the *Rainbow* saluted the port, the complement being returned by the Kowloon shore battery. They then fired a salute of 15 guns to Vice-Admiral Lambton; the *Kiang Alred* responded. Subsequently a complimentary salute boomed forth from the Commodore—H. M. S. *Tamwar* returning it with 15 guns.

## CANTON-HANKOW RAILWAY.

## RESIGNATION OF CHIEF ENGINEER.

[From Our Own Correspondent.]

Canton, 17th April, 1908.

As a meeting of shareholders of the Canton-Hankow Railway Company has been arranged to take place on the 15th day of the 5th moon for the purpose of discussing matters in connection with the proposed establishment of a Railway Bank, the payment of interest to shareholders, and the construction of branch lines by the Company, the Company will issue tickets to applicants for admission to the meeting hall from the 1st day of the 4th moon to the 30th of the same month, after which date no tickets will be issued. It will be remembered that there has always been disturbance at the meetings of shareholders of the Company during the past two years. Now, under the good management of Sir Chun Tung Liang Cheng, who is at present president of the Company, the working of the Company is found to have been carried on smoothly so far, and the bad feeling of one party of shareholders against the other has also diminished, so the forthcoming meeting is expected to pass off with every success.

Great progress has been made on the construction of the Canton-Hankow Railway and if it continues so, the whole line from Canton to Hankow may be expected to be completed within a period under present estimate. To the exceptional ability and untiring energy of the Chief Engineer in this expedition entirely due. It is, therefore, with great regret that it is learnt that Taotai Kwong, engineer in chief, is desirous of relinquishing his position and has, yesterday, tendered his resignation. On receipt of Kwong's letter, the directors of the Company at once sent him a reply stating that his valuable services at present are urgently needed in the construction of the road, and that they are not in a position to accept his resignation. In the reply the directors earnestly requested him to remain in his post and also assured him that his services were not only appreciated by the board of directors but by all the shareholders of the Company.

During the past few weeks the rain has caused some damage to the road of the newly-opened section from Sun Kai to Sim Wah Tim and it now stands in need of immediate repairs. While this section is under repair, there will be no train running on it for three days.

## S.S. "TIBA KONG" DISABLED.

## WUCHOW-NANNING COMMUNICATION INTERRUPTED.

We are informed that the West River has risen twenty feet in three days and is still rising. Communication between Wuchow and Nanning has been seriously interrupted owing to the stoppage of the s.s. *Tin Kong*, the only steamer trading between Wuchow and Nanning, where she is lying disabled at present.

Mr. T. D. Moorhead, the newly-appointed Commissioner of Customs for Nanning, waited at Wuchow a week and had ultimately to engage a native boat to proceed to his post.

## CANTON SHIPPING COMPANY.

## PROPOSAL TO BUILD FOUR STEAMERS.

[From Our Own Correspondent.]

Canton, 16th April, 1908.

Yesterday at a meeting held in the office of the proposed Canton Shipping Company eight members were selected to take charge, in turn, of the finances of the Company. Mr. Ya Wan Me, suggested that the Company should, as a trial, build four steamers on the West River. At the meeting it was unanimously decided to build four steamers, of which two will run between Hongkong and Wuchow and the others between Canton and Wuchow.

CHAN Sau, a "boy" in the employ of Mr. J. C. Webb, storekeeper of the Kowloon Docks, was before Mr. J. H. Kemp, this morning, at the Police Court, charged with opening a locked drawer with intent to steal. It would appear that, at breakfast time on Saturday last the accused was seen with a key in his fist standing near a drawer, which contained some money belonging to his employer. When the matter was investigated the drawer was found to have already been opened. The key which was taken from the accused fitted nearly every lock in the house. He was found guilty of the charge and a sentence of six weeks' imprisonment was passed.

VISITORS to Weihaiwei this summer will be pleased to find that the British authorities have made several new roads and that the one leading to the mountain top has been much improved. Several zig-zags have reduced the grades at places where, formerly, the inclines were very steep, and by diverging on to prominent points have much enhanced the splendid views. This road is now eight feet wide and affords good travelling for cyclists. By another road it is now possible to have a fourteen-mile run into the country, passing through a very attractive district. Elsewhere trees have been planted, and thus this delightful summer resort, already so popular owing to its pleasant climate, is being converted into the *Spesia* of the Far East.

A DISPATCH from Peking states that the Ministry of Posts and Communications has decided upon the establishment of a foreign steamship service which will be divided into four sections. (1) From Shanghai to America via Japan. (2) From Chosoo to Japan via Port Arthur, Newchwang and Korea. (3) From Amoy to Penang via Formosa, and also to Manila and other South Pacific Islands. (4) From Hongkong to Europe. The Head Office will be established in Shanghai. Shares will be canvassed for and Government funds will also be provided. The second and third sections will be established first and the Company will be directed and managed by the Bank of the Ministry of Posts and Communications (China) (London Bank). It is stated that regulations will be issued for the approval of the Board of the Ministry of Posts and Communications.

## THE YANGTZE WHARF AND GODOWN CO., LD.

## ANNUAL MEETING.

The seventh annual general meeting of the shareholders in the above Company, was held at Shanghai on the 15th inst. In the absence of Mr. Charles E. Rayner, Mr. B. Rosenbaum presided. There were also present Messrs. K. Oldorp (director), E. Goetz, F. R. Rogers, C. Hoffmann (Secretary), H. O. White, R. Macgregor, J. Stampff, H. Struver, and I. C. Michael. Total shares represented, 1,555.

The Secretary having read the notice convening the meeting, the chairman said: Gentlemen—The General Agents' report and statement of accounts for the past year have been in your hands for some time and with your permission I will take some as read. The balance standing at credit of our working account, unfortunately, reflects the general depression which the trade of Shanghai passed through last year and is less than our balance in 1906 by almost exactly the amount placed by us to relieve at our last general meeting. Fortunately, we have from the preceding prosperous year already accumulated a reserve of Tls. 50,000 equal to 20 per cent paid-up capital.

Your Directors recommend you to begin this year to write down the book value of your buildings, lighters, pontoons and steam-launches, thus strengthening your financial position in another direction, which you are able to do while maintaining your dividend at the customary figure and also carrying forward nearly the same amount as in 1906. I may say in this connection that while we are writing off on our buildings the fact is that they actually stand to book much below replacement cost. Shed E has in the course of the year been altered to a permanent godown with floor well above highest flood level, and is now classed as a first-class risk by the Fire Insurance Association; this accounts for the addition of Tls. 16,670 to the book value of buildings, etc. All buildings, pontoons and lighters have, as usual, been kept in first-class repair and the cost charged to working account.

As regards our Yangtzeop properties I have to disclose to you an important change in the policy followed by your Directors inasmuch as we have decided to liquidate our holdings and have disposed of same at a fair profit which will pass to the credit of the current year and be shown in your next year's report. I wish to say, however, that the purchaser of Lot No. 1 has the right to withdraw from his bargain on forfeiting the sum of Tls. 25,000 and paying one year's interest on the entire purchase price, although it is improbable—in view of its being an advantageous bargain to him for his purposes—that he will avail himself of this right. Circumstances had arisen which satisfied your Directors that it was wise to sell these two properties and I trust you will take my word for it that this step has not been lightly entered upon. The last instalment of the purchase money is due to be paid to us in February next, and anticipating the conclusion of the payments we shall have a further good cash reserve for which we shall certainly find profitable employment.

The wharf's business for this year, so far, although not so good as in previous years, bears favourable comparison with that of other wharves of the port and gives us no cause of alarm. Here is promise of improvement already and April's business is very creditable so far as this Company is concerned. A certain good feature of our Company is the very steady support of our constituents based upon the satisfaction they enjoy by the wharf's good treatment of their interests and in the case of a certain powerful steamship company by close connection of interests with us in our success. Of their continued support we are well assured. The staff at the wharf have attended to their duties with their customary zeal and deserve your thanks. Before moving the adoption of the report and accounts I shall be pleased to answer any questions which shareholders may wish to put.

Mr. Michael said that the second largest asset of the Company appeared in the balance sheet as "properties Tls. 232,338.05." He asked if what this property consisted. Mr. Michael also pointed out that the system of paying yearly dividends was somewhat out of date. Almost every British Company paid an interim and final or a half-yearly dividend. He would like to see the Company adopt this principle.

The chairman said that it was not the custom in Germany to pay interim dividends, in fact it was not allowed by law, but as this was an English Company the matter might be considered by the Directors.

Mr. Stampff thought it much better to leave the matter as it was, as an interim dividend would only mean that people in Shanghai would start gambling in these shares. The chairman said that he thought it was sounder business to declare a dividend after the report on the year's work was out. With regard to the item of Tls. 232,338.05 for properties, that referred to the two Yangtzeop properties which had been disposed of, but the profit would come into next year's account.

The following resolutions were then put and carried:—

Proposed by the chairman, seconded by Mr. Oldorp: That the Report and Accounts as presented be approved and passed.

Proposed by Mr. Oldorp, seconded by Mr. Goetz: That a dividend of 18 per cent equal to Tls. 18 per share be paid (i.e. the year 1907).

Proposed by Mr. Macgregor, seconded by Mr. Stampff: That Mr. G. Willeumier be re-elected auditor.

The chairman said that dividend warrants would be sent out that afternoon.

## Today's Advertisements.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING."

Captain Hodgins will be despatched on the above route on WEDNESDAY, the 22nd inst., at 10 o'clock P.M.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers. Hongkong, 20th April, 1908. 432

## AMERICAN ASIATIC S.S. CO.

## NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"ST. DUNSTON."

Captain W. Jones, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject to rent.

All broken, chafed, and damaged goods are to be left in the godown, where they will be examined on MONDAY, 27th inst., at 3 P.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents. Hongkong, 20th April, 1908. 435

## "POSITIVE PROOF"

## A FOREIGNER AND AN EASTER CAKE.

Shortly after half-past eleven o'clock last night the West Point police arrested a foreigner in the middle of Queen's Road West on a charge of committing a nuisance. The foreigner was returning home from a party in a semi-glorious condition. He carried a large Easter cake, wrapped in a handkerchief, under his arm; and much of his time previous to his arrest was spent in dodging the vehicular traffic and taking up the whole road. When he awoke in a cell at No. 7 Police Station this morning his surprise was great.

"What am I here for?" he queried when he was visited by the officer on duty. "For being drunk?"

"No," was the reply. "You are here for committing a nuisance."

"I know that," the prisoner proceeded. "If I was drunk I couldn't have carried the cake I've the cake, haven't I?"

He seemed greatly relieved to discover that his cake was safe in the hands of the police.

"Do you recollect where you were arrested last night?" the officer jocularly inquired.

"Sure," answered the foreigner. "In a side lane in Les Vaux Road."

He was told that his recollection was bad, that he was picked up in Queen's Road.

"Is that so?" he exclaimed. "But I was not drunk!"

"What were you drinking at the party?" he was next asked. "Samshu?"

"Not samshu. Whisky, brandy, port, beer, stout shandies—a drop of all sorts. Everybody got drunk at Easter."

He was hailed before Mr. J. R. Wood at the Police Court to-day, and after promising most profusely not to repeat the offence, he was discharged with a caution. The last seen of the foreigner he was making tracks for the charge-room to recover his much coveted cake!

## CHINA'S NEW NAVY.

## THE REORGANIZATION SCHEME.

Recently the question of the reorganization of the Chinese Navy was again discussed by the Ministry of War. It was stated that the sum of Tls. 10,000,000 should be jointly provided by the Ministries of War and of Finance for the purpose of purchasing battleships from foreign countries and establishing naval bases, and that the actual expenses for upkeep should be equally defrayed by the provincial governments. It is reported that the new Navy will be divided into three sections, viz, the Peiyang, Nanyang and Yuchang (Canton) Fleets. Each fleet will be composed of one large battleship, fifteen large and smaller cruisers, a number of torpedo-boats, dispatch-boats, gunboats and submarines and will be commanded by an admiral. Yuchang, in Kwangtung, and Sanmun Bay will be the bases for the Yuchang Fleet; Chusan and Nimrod Sound for the Nanyang Fleet, and Chosoo and Taku for the Peiyang Fleet. An Admiralty will be established for naval regulations have been drawn up by the Department for the Compilation of Constitutional Laws.

## GOLF.

The monthly competition for the Saunders' Farewell Cup was held at Happy Valley between April 11th and 13th. The following cards were returned:—

## SAUNDERS' FAREWELL CUP.

H. H. J. Gompertz (rec. 14) Five up  
C. P. Chater (rec. 5) All square  
C. T. Beath (rec. 4) One down  
E. J. Crist (rec. 3) Two down

28 entries.  
POOL.

H. C. R. Boucher, R.M. (rec. 5) One up  
C. P. Chater (rec. 5) All square  
P. B. Deacon (rec. 14) All square  
C. T. Beath (rec. 4) One down  
E. J. Crist (rec. 3) Two down

H. E. Tomlinson, R.M. (rec. 3) Two down  
23 entries.

Winner of Cup.  
Winner of Pool.  
Winner of Handicap.

## Intimations.



THE

ROBINSON PIANO CO., LD.

## AGENTS

FOR THE

## FAMOUS

"VICTOR"

## TALKING

## MACHINES.

## A comprehensive stock

OF

## MACHINES &amp; RECORDS.



Hongkong, 27th February, 1908. 435

## PEAK TRAMWAYS COMPANY LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m.	9.30 a.m.	Every 10 minutes
9.30 a.m.	11.00 a.m.	Every 15 minutes
11.30 a.m.	12.45 p.m.	Every 15 minutes
12.45 p.m.	1.15 p.m.	Every 10 minutes
1.15 p.m.	1.45 p.m.	Every 15 minutes
1.45 p.m.	2.15 p.m.	Every 10 minutes
2.15 p.m.	3.00 p.m.	Every 15 minutes
3.30 p.m.	5.00 p.m.	Every 15 minutes
5.00 p.m.	5.00 p.m.	Every 10 minutes

8.45 p.m. and 9 p.m. 8.45 p.m. to 11.15 p.m. every half hour.

## SUNDAYS.

8.00 a.m.	9.00 a.m.	Every 15 minutes
9.00 a.m.	9.30 a.m.	Every 10 minutes
9.30 a.m.	10.30 a.m.	Every 15 minutes
10.30 a.m.	11.00 a.m.	Every 10 minutes
11.00 a.m.	12.00 noon	Every 15 minutes
12.00 noon	1.00 p.m.	Every 10 minutes
1.00 p.m.	2.00 p.m.	Every 15 minutes
2.00 p.m.	3.00 p.m.	Every 10 minutes
3.00 p.m.	7.00 p.m.	Every 15 minutes
7.00 p.m.	8.00 p.m.	Every 10 minutes

NIGHT CARS on Week Days.  
SATURDAY.  
Extra cars at 5.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 4th June, 1907. 437

## F. BLACKHEAD &amp; Co., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG, SOAP AND SODA MANUFACTURERS.

## SOLE AGENTS FOR HARTMANN'S RAHTIENS' GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &amp;c. &amp;c. &amp;c.

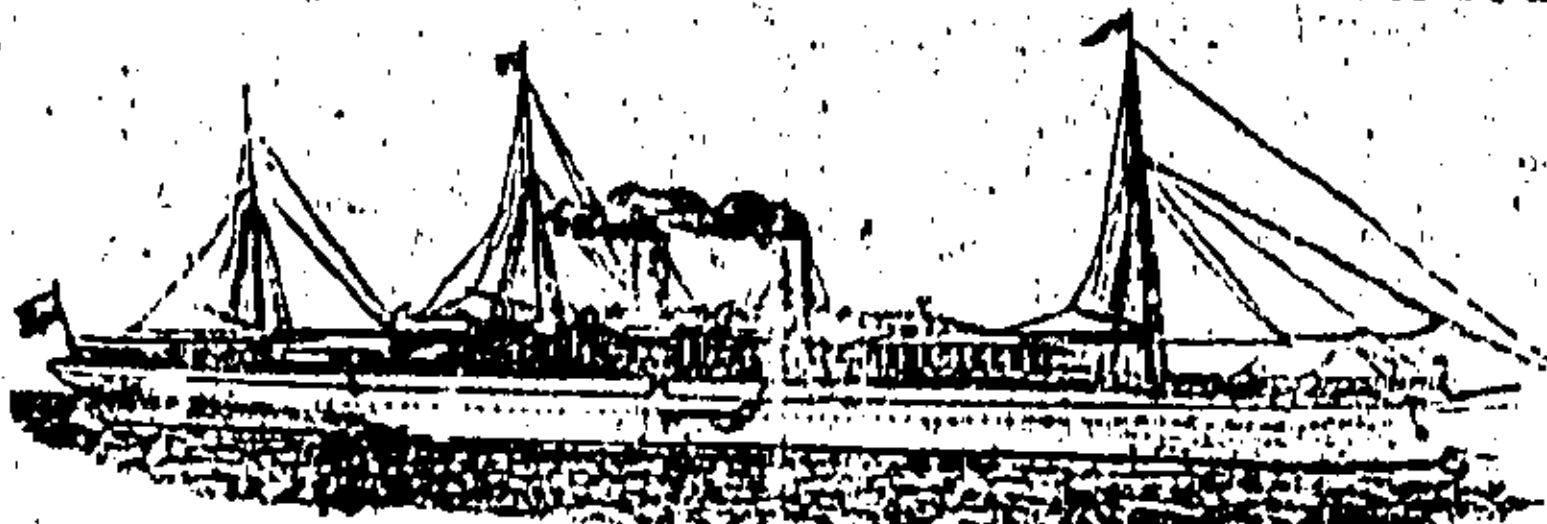
Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR BOOTH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

REPAIRING WORK.



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.  
11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS	Tons	Leave HONGKONG	Arrive VANCOUVER
"MONTEAGLE".....	6,163	WEDNESDAY, April 22nd	May 16th
"EMPRESS OF JAPAN".....	6,000	THURSDAY, May 7th	May 25th
"GLENFARG".....	3,700	THURSDAY, May 20th	June 18th
"EMPRESS OF RUSSIA".....	6,000	THURSDAY, June 4th	June 22nd
"LENNOX".....	3,700	WEDNESDAY, June 17th	July 10th
"EMPRESS OF INDIA".....	6,000	THURSDAY, July 2nd	July 16th

"S.S. LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.  
"EMPRESS" steamships depart from Hongkong at 4 P.M. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days. Hongkong to London, 1st Class ..... £74.10.0. Second Class ..... £47.10.0. Third Class ..... £27.10.0. First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.  
R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.  
Passengers Booked through to all points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.  
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to  
Hongkong, 9th April, 1908.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI VIA FOCHOW	"LOKSANG"	TUESDAY, 21st April, 4 P.M.
MANILA	"LUINGSANG"	FRIDAY, 24th April, 4 P.M.
SHANGHAI, YOKOHAMA, KORE	"KUTSANG"	FRIDAY, 1st May, Noon.
YOKOHAMA, KORE	"YUEHSANG"	FRIDAY, 1st May, 4 P.M.
MANILA	"YUEHSANG"	TUESDAY, 5th May, 3 P.M.
S'GAPORE, PENANG & CALCUTTA	"YUEHSANG"	TUESDAY, 5th May, 3 P.M.

RETURN TOURS TO JAPAN, OCCUPY 10 to 14 DAYS.  
The steamers "Kutsang," "Nanyang" and "Fukang" leave about every 3 weeks for Shanghai and Yokohama (via Inland Sea) returning via Kobe and Manji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and return to Kobe.  
These vessels have all modern improvements and are fitted throughout with Electric Light.  
A daily qualified surgeon is also carried.  
Steamers have superior accommodation for First-Class Passengers, and are fitted throughout with Electric Light.  
Taking Cargo on through Bills of Lading to all Yangtze Ports, Chefoo, Tientsin & Newchwang.  
For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,  
General Managers.  
Telephone No. 61.  
Hongkong, 18th April, 1908.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YOHOW"	21st April, 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHA"	21st "
WEIHAIWEI & TIENTSIN	"KUEIHOW"	21st "
MANILA	"TEAN"	21st "
CEBU & ILOILO	"SUNG ANG"	22nd "
NINGPO & SHANGHAI	"KWEILIN"	23rd "
SHANGHAI	"KUEIANG"	25th "
KOBE	"CHINGTU"	28th "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified surgeon is carried.  
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through Rates for all New Zealand and other Austral Ports.  
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.  
Hongkong, 20th April, 1908.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	2540	Almond	MANILA	SATURDAY, 25th April, at Noon
ZAFIRO	2540	R. Rodger	"	SATURDAY, 2nd May at Noon

For Freight or Passage, apply to

SHEWAN TOMES & CO.,  
GENERAL MANAGERS.  
Hongkong, 18th April, 1908.

## HONGKONG—NEW YORK.

## AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast)

Steamship "LOWTHER CASTLE".....On or about the 31st May, 1908.  
For Freight and further information, apply to

SHEWAN TOMES & CO.,  
General Agents.  
Hongkong, 8th April, 1908.

## Shipping—Steamers.

## THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK  
(With liberty to call at Malabar Coast)

THE Steamship  
"TUDOR PRINCE,"  
Captain Macdougall, will leave for the above Ports, on or about TUESDAY, 21st April.  
For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Agents.  
Hongkong, 11th March, 1908.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,  
(Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship  
"EMPIRE,"  
Captain Helms, will be despatched as above on SATURDAY, the 25th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
The Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 30th March, 1908.

REGULAR STEAMSHIP SERVICE TO NEW YORK,  
VIA PORTS AND SUEZ CANAL,  
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.  
FOR BOSTON AND NEW YORK.  
S.S. "SIKH".....28th April, 1908.  
For Freight and further information, apply to  
DODWELL & Co., LIMITED,  
Agents.  
Hongkong, 3rd April, 1908.

"SHIRE" LINE OF STEAMERS, LD.  
FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship  
"DENBIGHSHIRE"  
will be despatched for the above Ports, on or about the 15th May, 1908.  
For Freight or Passage, apply to  
SHEWAN TOMES & Co.,  
Agents.  
Hongkong, 16th April, 1908.

FOR SAN FRANCISCO VIA PORTS.  
THE Steamship  
"CLAN MACMILLAN"  
will be despatched for the above Ports early in May.  
For Freight, apply to  
SHEWAN TOMES & Co.,  
Agents.  
Hongkong, 10th April, 1908.

TOYO KISEN KAISHA.  
SOUTH AMERICAN LINE.  
REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, CALLAO AND IQUIQUE VIA JAPAN PORTS (KATSU, KOBE AND YOKOHAMA).

With liberty to call at HONOLULU and SALINA CRUZ.  
Steamers Tons To sail  
KASATO MARU.....5,100

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.  
For further information as to Freight and Passage, apply to  
K. MATSUDA,  
Manager, York Building.  
Hongkong, 6th April, 1908.

STEAM TO CANTON.  
THE New Twin Screw Steel Steamers  
"KWONG TUNG".....Capt. H. W. WALKER.  
"KWONG SAI".....Capt. E. S. CROWE.  
Leave Hongkong for Canton at 9 every evening, (Saturday excepted).  
Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).  
These Five New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.  
Passage Fare—Single Journey.....\$4.  
Meals.....\$1.50 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.  
YUEN ON S.S. CO., LD.,  
SHIU ON S.S. CO., LD.,  
No. 2, Queen's Road West.  
Hongkong, 1st July, 1907.

## Shipping—Steamers.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.



STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship  
"DEVANHA,"  
Captain T. H. Hyde, R.N., carrying His Majesty's Mail, will be despatched from the BOMBAY, on SATURDAY, the 2nd May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Mongolia," 9,550 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Arabia," due in London on 13th June, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.  
For further Particulars, apply to  
F. J. ABBOTT,  
Acting Superintendent.  
Hongkong, 20th April, 1908.

NORTHERN PACIFIC LINE.  
BOSTON STEAMSHIP COMPANY.  
Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJIL, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
"Kumatai"	6,231	Cowley	14th May
"Shamshu"	9,668	Roberts	30th May
"Tremont"	9,668	Garlick	19th June

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. "Shamshu" and "Tremont" are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.  
Cargo only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information, apply to  
DODWELL & Co., LIMITED,  
General Agents.  
Queen's Building, Hongkong, 18th March, 1908.

50 PER CENT LESS.

WE WILL SELL OUR ENTIRE STOCK OF

BICYCLES and ACCESSORIES

at 50 % less than usual prices for one week only,

to clear our old stock and make room for our

new shops at Nos. 33 & 35, Des Vœux Road.

Begin from TUESDAY, the 3rd MARCH.

Remember we will Remove to our Shops on the 7th inst.

DRAGON CYCLE DEPOT.

17, D'AGUIAR ST.

Hongkong, 2nd March, 1908.

## Intimations.

## MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupils' residence.  
Evening engagements for Dances and Concerts.  
Apply to—  
E. J. LOPES,  
C/o Hongkong Telegraph Office  
Hongkong, 9th March, 1908.

## JAPANESE MASSAGE, F. KAWASAKI.

GRADUATE of KOBE MASSAGE SCHOOL,  
No. 166, PRAYA EAST, WANCHAI, HONGKONG,  
Telephone 564.

TERMS:  
SINGLE ENGAGEMENT (one hour).....\$ 1  
ONE WEEK.....10  
ONE MONTH.....30

Attendance at Patients' Residence.  
Hongkong, 31st March, 1908.

WHERE ARE YOU GOING?

WHY, TO CHAZALON & CO.,  
6, QUEEN'S ROAD CENTRAL,  
Where I am sure to find the best

FRENCH BOTTLES,  
LIQUEURS,  
BURGUNDY,  
BORDEAUX,  
CHAMPAGNE  
and  
CLARET.

Hongkong, 20th January, 1908.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP.....\$1,500,000)  
Loans on Mortgage of House Property, &c.  
Goods received on Storage.  
Advances made on Merchandise.  
Loans made on the Provident System.  
(Rates and Particulars on application).  
THE OFFICE OF  
TRUSTEE, EXECUTOR OF WILLS,  
ATTORNEY, &c.,  
Undertaken and Executed  
SHEWAN TOMES & Co.,  
General Managers.  
Hongkong, 19th March, 1908.

PABST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES ALWAYS KEPT IN STOCK BY  
SIEMSEN & Co.,  
Agents for HONGKONG & SOUTH CHINA.  
Hongkong, 20th July, 1907.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask ex Factory.  
In Bags of 250 lbs. net \$3.00 per Bag ex Factory.  
SHEWAN TOMES & Co.,  
General Managers.  
Hongkong, 3rd October, 1907.

LEE YEE HAIR DRESSING SALOON.

HAS ALWAYS ON HAND CIGARS, CIGARETTES AND TOILET REQUISITES FOR SALE.

12, D'AGUIAR STREET, HONGKONG,  
Hongkong, 1st September, 1907.

A WONDERFUL DISCOVERY.

This is the great discovery of the century, which has been made by the scientific method of research, and is the result of the most careful and exhaustive experiments conducted by the most eminent scientists of the world. It is a discovery which will revolutionize the medical profession, and will be the means of curing many of the most terrible diseases which afflict humanity. It is a discovery which will be the means of saving millions of lives, and will be the means of bringing about a new era of health and happiness for all mankind.

THE THERAPION.

This preparation is unquestionably one of the most genuine and reliable Patent Medicines ever introduced, and has been found to be the most effective remedy for all the most terrible diseases which afflict humanity. It is a discovery which will revolutionize the medical profession, and will be the means of curing many of the most terrible diseases which afflict humanity. It is a discovery which will be the means of saving millions of lives, and will be the means of bringing about a new era of health and happiness for all mankind.

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## IRISH WHISKY DEFINED.

MR. JAMESON'S EVIDENCE BEFORE THE COMMISSION.

The Whisky Commission, sitting at Westminster Palace Hotel this afternoon, (March 16) heard evidence with regard to Irish Whisky. The first witness was Mr. Andrew Jameson, J.P., one of the proprietors of Messrs. John Jameson (Ltd.), Bow-street Distillery, Dublin.

Mr. Jameson said that since the establishment of this distillery only pot-still whisky had been made in it. He would define Irish Whisky as a spirit obtained by a series of distillations in pot-stills in Ireland of the produce of a mash composed of barley, malt, and unmalted barley, together with certain smaller quantities of wheat, oats, and rye, all cereals now indigenous to Ireland. The quality of the grain had a very considerable effect on the whisky produced. In Jameson's distillery no maize was used, because it would not produce Irish Whisky.

Mr. Jameson said that patent still spirit had neither the flavour, bouquet, nor body of pot still Whisky. Irish Whisky could not be made in a patent still. The pot still kept the natural flavour of the grain. There was nothing necessarily deleterious in the patent still product, but it was not Whisky. To blend pot still Whisky with patent still spirit was to produce a mixture which had prejudiced Irish Whisky in the eye of the public.

THE CASE FOR THE CONSUMER.

Lord James of Hereford: What are you asking for?

Mr. Jameson: I think the consumer should be told what he is getting. It was due to the consumer to know the proportions in which patent was mixed with pot. The whole value of the purchase depended on that.

In the course of further examination Mr. Jameson admitted that the regulations he suggested might put a stop to the business of blending out of bond; but that was just the most dangerous part of the business, and he was prepared to see this done. It would always be possible dishonestly to mix a certain portion of patent still with pot still Whisky without fear of discovery. He was in favour of a showing of pot-still Whisky improved with age, the witness said the selling price of the product now was 5s. per gallon, 35 over proof; at an age of two years it was sold for 7s. 6d.; at seven, 12s. 4d.; and fifteen years, 15s. 7d. Patent still spirit never got over 5s.

Replying to Mr. H. T. Brown, the witness said that the improvement of patent still Whisky with age was extremely slight. Very little Irish Whisky was sold in Ireland under five years of age.

Mr. James Talbot Power, chairman of John Power and Sons, Limited, distillers, Dublin, said the term Irish Whisky should be confined as a trade description to the spirits distilled in Ireland in a pot still. Irish Whisky could not be produced from maize. Patent spirit was extracted in one operation from any fermentable material, and had none of the characteristics of Whisky, neither the flavour, bouquet, nor body.

The pot still was the only still which produced Whisky, and the practices of selling as Whisky, patent spirit with a small addition of pot still Whisky, to give it a flavour, was a distinct and modern fraud, to make the sale more profitable to the blender and middle man. His desire was not to restrict the trade in patent spirit. All he asked was that it should be conducted openly. He favoured a period of compulsory bonding.

SLEEPING SICKNESS.

CONFERENCE BREAKS DOWN.

Roulet Agency learns that the second International Sleeping Sickness Conference has terminated without being able to agree on the draft convention before it. The French and Italian plenipotentiaries declared themselves unable to accept a proposal, made at the last conference in June and then unanimously recommended, for the establishment of a central bureau in London, and they proposed that the work connected with sleeping sickness should be taken over by the Hygienic Bureau, which a conference held in Rome in November last, as a sequel to the Paris Conference of 1903, has proposed should be established in Paris.

This proposal the German plenipotentiaries declined to accept, and they strongly support the British plan for the establishment of a bureau in London. The French plenipotentiaries were also unable to agree to other parts of the draft convention, and although the majority of the Powers represented supported these proposals, it was found useless to proceed further in the absence of unanimity.

The president, Lord Fitzmaurice, in closing the proceedings, said that the position was the same as at the London Conference on Egyptian Finances in 1884, when agreement was found impossible. Nevertheless, it was not his opinion that the conference had been useless. The assembling in London of the distinguished scientific men whom they had welcomed, the discussions which had taken place, and the communications which had been read were an important record themselves of scientific views, and would help to form opinion on controverted points. It was now also clear that much might be done between the limitrophe Powers themselves in East Africa by separate convention to secure uniformity of treatment of the disease, especially on the frontiers, and he hoped and believed that this could be done diplomatically. Thereby a further step would be taken towards ultimate agreement on the larger question of the establishment of a central bureau for combating the disease, and he would remind the plenipotentiaries that the questions which had failed to find a solution in 1884 were nevertheless settled in 1885, which he deemed a happy augury.







